SOUTH CENTRAL RAILWAY

VIGIL

QUARTERLY SAFETY BULLETIN NO.2

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FOREWORD

My dear Railwaymen

It is disheartening to note that the first quarter of this financial year has recorded an increase of 25% in total train accidents as compared to the corresponding period for the previous year. This quarter, there is downfall in the performance of following areas;

- Two SPAD against none in the previous year.
- Yard accidents increased by 2.
- Accidents on GTL Division increased from 0 to 3.

Despite all out efforts, accidents due to human failure continue. I, therefore, urge one and all to spread safety awareness and inculcate safety consciousness among the field staff to follow the prescribed rules and procedures diligently to prevent accidents due to human failure.

(S. P. SAHU)
CHIEF SAFETY OFFICER

Section "A" KNOWLEDGE
Extracts of Railway Board letters

No.2012/Sig/Safety Performance/I New Delhi dt: 22.04.2013.

Sub: Safe Operation and maintenance of Token Block Instrument.

Malfunctioning of Token Block Instruments between Plassey (PLY) and Rejinagar (REJ) resulted in extraction of token from both block instruments and trains were dispatched from both stations **leading to head on collision between Diesel light engine and Goods** Train at KM 153/35 between PLY-REJ block section of Eastern Railway on 16.04.2013.

On duty SM of PLY & REJ stations gave line clear to each other simultaneously for both UP and DN trains through block instrument and failed to detect and suspend defective block instruments. Both SMs exchanged same PN for dispatch of two trains on same section i.e., trains in opposite direction from both stations. This indicates a total system failure, wherein both SMs on duty did not follow the laid down procedure of Block Manual.

Failure of mechanical locking system of block instrument at PLY station resulted in turning the handle of bock instrument at PLY to Train Going To (TGT) without co-operation from SM of REJ.

An immediate drive may be launched for 15 days jointly by S&T and Operating Department to check block working on sections provided with Token Block Instruments, covering following aspects:

a. Procedure prescribed in Block Working Manual issued by COM is scrupulously followed by on duty SM.
b. Block working shall be treated as failed in various conditions enclosed as annexure and these conditions shall be displayed in SM's room for their reference.
c. Safe Installation, Maintenance and overhauling of all token block instruments as per IRSEM chapter-XVIII.

Compliance of the drive by the Divisions shall be submitted to Zonal-HQ with counter signature of Sr. DSTE, Sr.DOM & DRM.

Compliance of above instructions to be submitted to Board.

This issues with the approval of Board (ML & MT)

(Rajkamal K)
Director(Signal)

Annexure to letter No.2012/sig/Safety Performance/I dated 24.04.2013.

The Neale's Ball Token instrument shall be considered as having failed and working of the Block Instrument shall be suspended in the following circumstances:-

1. When bell signals are received indistinctly or fail altogether.
2. If the needle of the galvanoscope fails to move when bell signals are given or received or shows a wrong indication viz., to the right instead of left and vice versa.
3. When a token is broken or damaged in any way during or after extraction.
4. If a token cannot be taken out from the instrument after proper signals have been exchanged and no token is out from either instruments of a section.

5. When a token can be taken out from the instrument without proper signals being exchanged with the station at the other end of the section.

Note: Above test shall be made when the operators take charge of the block instrument.

6. If a token cannot be put back into the instrument or jams when being put into the block Instrument.
7. If a train arrives at a station without a token referring to the Block Section over which the train has passed.
8. When the token belonging to a Block section has been over carried to another station has been over carried to another station, or is lost and cannot be found.
9. When there is a reason to believe that there is contact between the Block wire and any other circuit.

Note: If a contact exists between the block wire and any other circuit, there will be either a permanent or intermittent deflection of the needle in the dial and possibly irregular beats on the bell. A contact between two block wires of adjacent sections would cause signals if given on one instrument to be repeated on the adjacent instrument.

10. If the operating handle cannot be turned to any one of the three positions with a prolonged beat from the distant station.
11. If the operating handle can be turned to any one of the three positions without a prolonged beat from the station at the other end.
12. If the dial glass of the galvanoscope is broken.
13. If the instrument or its battery counter is found unlocked.
14. When the key of the token receiver drum is lost or the lock is out of order.
15. When a Private Number cannot be obtained from the Station Master at the other end of the section through the Block Telephone.

16. If it is known that the instrument is defective in any way not specified above.

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No.2013/Safety(DM)/6/2/1 New Delhi dt: 03.05.2013.

Sub: Recommendations of High Level Committee on Disaster Management.

Based on the reports furnished by the Zonal Railways on implementation status of the recommendations made by the High Level Committee on Disaster Management, answers to various Parliament Questions and other Parliament matters are made. But many a times, it is observed/circulated by various High Level Committees of the Government of India that there is a huge difference between actual scenario over Railways and the status furnished by the Zonal Railways. This type of criticism was earlier received from the Public Accounts Committee, Government of India, as well.

In this context, Zonal Railway would like to review their reports on implementation status of the recommendations made by the High Level Committee on Disaster Management and give feedback regarding their actual status by 31.05.2013.

(**Sandeep Jain**)
Director (Safety-III)

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No.2013/Safety (DM)/6/12/2 New Delhi dt: 08.05.2013.

Sub: Fire/Smoke in running trains on account of electrical equipment failures.

It has been reported to Railway Board that a lot of fire/smoke cases are happening in running trains due to electrical equipment failure/improper maintenance which are not being reported in SIMS being Equipment Failures and Unusual incidents. CRB has desired to put up analysis in the next Board meeting (13th May 2013).

It is therefore, requested that analysis for such cases for last 3 years may please be sent to the undersigned by 9th May 2013 positively.

(Sunil Kumar)
Advisor/Safety,
Railway Board.

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No.2013/Safety-I/3/4. **Date: 08.05.2013.**

An Accident at Unmanned Level Crossing has occurred on East Coast Railway on date resulting into death of 5 persons. Increasing trend of accidents at UMLCs is a cause of serious concern. Railways should immediately launch 15 days drive to curb such accidents. During the drive emphasis should be laid on the following:-

(i) Launching of frequent publicity campaigns to educate road users through SMS, Advertisements in news papers, Distribution of pamphlets, showing of slides in local cinemas and playing of Nukad Nataks Etc.,

(ii) Ambush checks to be conducted at UMLCs in association with local Police and Road Transport Authorities to nab and penalize errant road drivers.

(iii) Checking the whistling habits of drivers while passing the level crossings by deputing officers and supervisors in the first coach immediately after the Loco/DEMU/DMU.

(iv) Ensuring availability of Speed Breakers, Whistle Boards, Road Sign and Stop Boards as per provisions laid down in the IRPWM.

(v) Ensuring adequate visibility for both Train Drivers and Road users at the level crossings.

After the completion of drive a compliance report may be furnished to board showing details of abnormalities found and action taken to remove deficiencies. The report should be sent by 31st May 2013 without fail.

(VINAY MITTAL)
CHAIRMAN, RAILWAY BOARD

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No.2001/M(L)/467/2 **New Delhi, dated:28.01.2013**

CORRIGENDUM

Sub: Rationalization of supervision of Loco Running Staff.

Railways may please refer to Board's letter of even number dated 12.11.2012 wherein instructions to railways on the captioned subject have been issued. However, Para no.5 i.e, " To attract good and willing candidates, LIs working as CCC/CPRC/CTLC will be eligible for running allowance of 120 kms per day to compensate for loss of earning. Presently all running staff on stationery on stationery duties are being paid ALK @ 120 kms per day".

This has been inadvertently enumerated. It should be replaced and read as under:

5. To attract good and willing candidates, LIs working as CCC/CPRC/CTLC will be eligible for running allowance of 120KMs per day to compensate for loss of earning. Presently only drafted Power controllers/Crew Controllers on stationery duties are being paid ALK @ 120KMs per day.

Inconvenience caused is regretted

Railways may take action accordingly.

(Vivek Kumar)
Ex. Director Mechanical Engg.(Tr.)
Railway Board

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No.2003/Elect.(TRS)/225/7 New Delhi, 14th May 2013.

Sub: Review of Command structure for Running Staff.

Ref:(i) Railway Board's letter No. E(NG)-2006/PM7/12 dated02.06.2006.
(ii) Railway Board's letter No. 001/M (L)/467/2dated 30.01.2013.

Mechanical (Traction) dte. of Railway Board has unilaterally issued instructions to Zonal Railways on the subject vide letter referred (ii) above, quoting High Level Safety Review Committee(HLSRC)s recommendation no.13.6 while same are still under consideration of Board.

Railway Board vide letter referred (i) above has issued policy guidelines regarding command structure of loco running staff, same should continue to be followed till new guidelines in this regard are issued.

(Ved Pal)
Exe.Dir.Elect.Engg.(RS)
Railway Board

No.2003/CE-IV/LX/97(Safety) New Delhi, 20th May 2013.

Sub: Manning of UMLCs.

Indian Railways have decided to eliminate all unmanned level crossings on Broad Gauge by various methods, in next 5 to 7 years. Accordingly, a number of works for manning of unmanned level crossings have been sanctioned.

These works are being executed in all zonal railways, but during execution lifting barriers are being erected permanently and being left in the open condition even before posting of gateman.

This practice should immediately be stopped as there is possibility of the driver of road vehicles making a mistake by construing it as a level crossing open to road traffic at that time, which may result in a serious accident.

In view of the above, it has been decided that:

- Lifting barriers should only be at the time of commissioning and after posting of gateman.
- During the testing period of lifting barrier, a watchman should invariably posted in shifts to warn the road users for avoiding of the nature pointed above.

This issues with the approval of Board(ME & CRB). Strict compliance of the above instructions may be ensured.

(S.K.Pathak)
EDCE (B&S) II

No.2013/Safety(A&R)/19/5. Date:06.06.2013.

Sub: Derailment of 2012 UP HWH-LTT Jnaneswari Express followed by collision with goods train DOWN NSG-PRDP between Khemasuji and Sardiha stations of S.E. Railway on 28.05.2010.

CRS/South Eastern Circle under Para 9.63 in his final Report on the above subject has recommended as under:-

"Joint findings" of accidents/incidents may have representation from RPF when sabotage is suspected."

Zonal Railways are advised to ensure that "Joint Findings" of accidents/incidents have representation from RPF when sabotage is suspected. They are further advised to include the above provision in their Accident Manuals, if not already existing.

(J.S.Bindra)
Director/Safety
Railway Board

No.2012/Safety(A&R)/9/5 New Delhi dated:13.06.2013.

Sub: Shifting of starter Signal to the boundary of the Track Circuit ahead and Amendment to SR 3.36, regarding Putting back of signals in emergency and for crossing & precedence.

Ref: Board's letter Mo. 2012/Sig/SEM-II/Misc. dated

10.10.2012 (copy attached).

1. As per extant practice, the boundary of the track Circuit ahead of the Starter signal (insulated Block Joint or Defection Point(DP) of Axle Counter), is located 13meters ahead of the starter signal to cater for the requirement of signal not going to danger with Long Hood Train Operations.

A reference was made by a Railway requesting to allow shifting of Starter Signal towards Block Joint in view of introduction of Electrical and electronic interlocking so as to increase the CSL. The issue was examined in the Signal, Traffic and Safety directorates of Board and instructions have been issued with the approval of Board (ML, Ml and CRB) vide letter under reference to shift Starter Signal towards the Block Joint, thereby reducing this distance from 13 meters to 0-3 meters for meeting technical and local requirements subject to the conditions mentioned in the letter.

The Railways may plan the work of shifting the Starter Signals towards the Block Joint to facilitate increase in CSL.

2. The Railways are advised to include the instructions in their Subsidiary Rules under GR 3.36, if already not in existence, as contained in the part (a)&(b) of third para of the letter under reference, reproduced below:

(i) If in an emergency, a signal has to be put to the 'ON' position before the movement of the train for which it was taken 'OFF', no points or lock shall be moved until train has come to stand except to prevent accident.

(ii) In case Starter and Advanced starter taken 'OFF' for departing trains i.e trains starting from station after coming to stop are required to be put back for purpose of

movement of another train (precedence or crossing), the following precautions must be taken:

- Relevant Starter and Advanced Starter may be replaced to 'ON' position..Then the Loco Pilot of the train for which the Signal had been taken 'OFF' should be advised by on duty ASM/Dy.SS through a secured means of communication (MTRC, etc, .to the effect that his signal has been replaced to 'ON' and he should not start.
- Whenever secured means of communication in the form of MTRC, etc., is not available and in case of diesel long hood leading loco, the Loco Pilot shall be advised through a written memo that his signal has been replaced to 'ON' and he should not start.
- Till the Loco Pilot has been advised through a secured means of communication or through a written memo and his acknowledgement received, the route set not be altered except to avert an accident.

3. On a reference from a Railway the phrase 'secured means of communication has been examined in Board's office and it has been decided that the following systems may be considered as 'secured means of communication' in regard to communication between Station Master and Loco Pilot:-

(i) GSM-R based Mobile Train radio communication (MTRC) System.

(II) Tetra BASED Mobile Communication System and
(iii) Trunk Radio (MPT-1327) and CTCSS VHF system.

4. Further, he provision contained under SR 3.36(5) © (II) of Western Railway that " the above written permission need not be given to the Loco Pilots of starting trains in respect of

movement in power signal and route relay yrds or if the signals are interlocked with mechanical/electrical time release' and similar provisions contained in SRs of other railways should be cancelled.

5. The Railways may amend their SRs and a copy of the amended SR may be forwarded for perusal of the Board.

(J.S.Bindra)
Director/Safety

No.2010/Safety(A&R)/1/11 **Date:14.06.2013.**

Sub: Constitution of 'Quick Reaction Team' to handle serious train accidents.

Ref: Derailment of Jnaneswari Express followed by its collision with a goods train in Kharagpur division of S.E. Railway on 28.05.2010.

CRS/SE Circle in his Inquiry report into above referred accident has recommended (Para No.9.35) that Railways may constitute a Quick Reaction Team' to address all issues pertaining to affected passengers, to be manned by multi disciplinary team, to be headed by Sr.DCM.

Board has accepted this recommendation of the CRS/SE circle with the modification that this team shall be headed by ADRM of the division in which the accident has taken place.

This issue with the approval of Board (MT).

(ALOK KUMAR)
DIRECTOR SAFETY-IV

No.2013/Safety-I/3/5. **Date: 20th June,2013**.

Head on collision involving Goods Train and Light Engine took place between Plassey and Rejinagar Stations of Kirshna Nagar

City junction and Lalgola Single line section of Sealdah division of Eastern Railway on 16.04.2013. As per preliminary report of CRS/EC, accident occurred due to failure of block instruments and SMs failing to adopt proper procedure for obtaining/granting line clear. In this case two trains entered the block section from opposite ends on proper signals with proper tokens. Token could be extracted from Neal's token block instrument at both stations, without cooperation of each other. Board(CRB) has desired that railways should launch a 15 day drive in regard to correct use of code of bell signals and mode of signaling trains on the single line block instruments where token block working is prevalent. It should be ensured that station masters adopt proper procedure as laid down in block working manuals while obtaining/granting line clear. No short cut methods should be adopted. Repeated drives at periodical intervals be launched in this regard. Feedback of the drive be sent to this office for Board's perusal.

(SUNIL KUMAR)
ADVISER/ SAFETY

Section "B"
Some important rules

G&SR 14.10 Conditions for closing the block section-

(1) When the block section has been cleared by the arrival of the train or by the removal of the cause of blocking, the block section shall be closed by the block station in advance by giving the prescribed bell code signal.

(2) Before such signal is given, the Station Master shall satisfy himself as per prescribed special instructions-

a. That the train has arrived complete or the cause of blocking the section has been removed, and

b. That the conditions under which Line Clear can be given, are complied with.

(3) The position of clause (b) of sub-rule (2) may be relaxed at class 'A' single line crossing stations. In such cases, the Station Master shall satisfy himself that the train is standing as its Starter clear of the line on which the second train is to run.

(4) Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non-running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, it would be taken as assurance for complete arrival of the train to the Station Master.

S.R. 14.10.1 Except where the block proving Axle Counter or continuous track circuiting between block sections and complete track circuiting of the station section, excluding non-running lines of the receiving station, is provided and functioning and there is a clear indication of clearance of block section as well as

complete arrival of the train, for all run through trains and for other trains which usually come to a stop at a place from which the tail-lamp/tail board can conveniently be observed, the responsibility for ensuring that all the train is complete devolves on the Station Master.

S.R.14.10.2:-At all other stations or yards where BPACs are provided /not functioning the Guard of the train after ensuring that his train has arrived complete and standing within the fouling mark, shall call the SM on duty of that station on Walkie-Talkie. After clearly mentioning the identity of the Guard and Station Master along with the Station Name/Train No., Line No. to each other the guard shall PN to SM on duty, in support of having ensured complete arrival of the train within the fouling mark. The SM will receive the PN and in turn issue a Pn to the Guard that the relevant block section will be cleared. The Station Master on duty shall record the PN given by the guard and name of the guard in the remarks column of the Train Signal Register against the entry of the train. The guard shall record the PN received from SM on duty in the rough journal. The SM shall not give 'Train out of Block Section' signal to the Station Master in rear until he receives the Private Number from the guard.

S.R.14.10.3:- During the failure of Walkie-Talkie/VHF sets when the SM is not in a position to communicate with the guard of the incoming train he shall send the 'Train Intact Arrival Register' (T.1410) to the guard through Pointsman, duly entering the date and train no., line no. and his PN. The guard after ensuring that the train has arrived complete within the fouling mark shall record the PN, arrival time with his full signature in the relevant columns of the 'train Intact Arrival Register' and arrange to return the register to the Station Master on duty. The guard shall record the PN of the SM in his rough journal. The Station Master on duty shall record the PN received from the

guard in the remarks column of 'Train Signal Register' against the entry of the train and shall not give 'train out of Block section' signal to the Station Master in rear until he receives the register(T.1410) back with guard's PN and signature.

S.R.14.10.4:- At stations or yards where end cabins are provided, the Cabin Station Master or the Cabin ASM/Cabinman/Leverman of the cabin nearest to which the last vehicle stands, shall ensure complete arrival of the train within the fouling mark, by seeing the Tail Lamp/ Tail Board and give a PN to the SM on duty to that effect.

S.R.14.10.5:-When a stopping goods train is running without brake van or without guard, the Station master shall depute a Pointsman in advance towards the fouling mark in rear. The pointsman shall record the complete arrival of the train within the fouling mark and inform SM on duty on Walkie-Talkie or record the same I 'train Intact Arrival Register' as the case may be, with a PN to that effect.

S.R.14.10.6:-Exchange of private numbers between the Guard and the Station Master is not required in the following circumstances-

a. When BPACs are provided and functioning.
b. Where end cabins are provided.
c. In case if run through trains where SM from platform side/Pointsman from 'off' side the station can see the LV board during day / Tail lamp during night.

S.R.147.10.7:- the instructions detailing the procedure of exchanging Private numbers as above to ensure complete arrival of train, where BPACs or continuous track circuiting are not provided / not functioning and also the instructions as per G.R.

4.17(3) where BPACs/Continuous track circuiting are provided shall be incorporated in the respective Station Working Rules.

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Section "C"
Latest Amendments

ADVANCE AMENDMENT SLIP-12 GIVEN TO G&SR

The following modification to SRs have been given for implementation. Regular amendment slip will follow-
SR 4.65.1.4and GR 3.83 are modified as follows:

Item No.1: SR 4.65.1.4 Competency Certificate for persons authorized to drive tamping machine: All Self propelled Track machines shall be treated as a train for all purposes.

i). No person shall be permitted to drive any type of Track machine unless he has undergone stipulated training and passed the examination at ZRTI/MLY in General and Subsidiary Rules. A Technical Competency Certificate shall be issued by Dy.CE/track Machines or any other Competent Engineering Officer nominated by PCE.

ii). The certificate shall be valid for 3 years unless revalidated after undergoing a refresher course t ZRTI.

iii). He shall possess a certificate of medical fitness issued by a Railway Medical Officer as prescribed for train Loco Pilots.

Item No.2: **GR 3.83 Assistance of the engine crew regarding signals:-**

(1) The Loco Pilot and Assistant Loco Pilot as the case may be, shall identify each signal affecting the movement of the train as soon as it becomes visible. They shall call out the aspects of the signals to each other.

(2) The Assistant Loco Pilot shall, when not otherwise engaged, Assistant Loco Pilot in exchanging signals as required.

(3) the provisions of sub rules(1) and (2) shall, in no way absolve the Loco pilot of his responsibility in respect of and compliance with the signals.

This is issued with the approval of the competent authority.

II **ADVANCE AMENDMENT SLIP-132 GIVEN TO IRPWM**

1.0 The existing Para 238(1)(b)(5) of IRPWM shall be replaced with the following:-

Para 238(1)(b)(5) – deep screening of track shall be done after 500GMT or 10 years whichever is earlier. However, deep screening shall also be carried if the existing clean ballast cushion is less than 150mm to ensure proper machine tamping.

2.0 The existing para 107 if IRPWM shall be replaced with the following:-

107 Inspection of Permanent Way – The important inspections to be carried out by the Assistant Engineer are summarized below:

(1). **Trolley Inspection**- The entire sub-division should be inspected by trolley once in two months on pro-rata basis systematically covering from one end to other end of his jurisdiction, as much inspections as possible being done by push trolley. Unimportant branch lines having

less than 2 GMT traffic should be inspected once in 3 months. On sections having multiple lines running closely parallel, trolley inspection may be carried out on any of the lines. The inspection by trolley should be intensive, which should include checking of attendance of gang, gang work and equipment and examination of gang charts/diary books with reference to the prescribed schedule of the track maintenance. During his inspection, he should check the work done by minimum one gang in each SSE/P.Way's jurisdiction every quarter and record the results of his inspection.

(2). **Fast Train inspection**- The entire subdivision should be covered either by Engine/Rear Window of a fast train or by TRC/OMS once in month.

(3) **Inspection of Level Crossings** – He should inspect all the manned level crossings once in six months. He should examine the gatemen's knowledge of rules, check the equipment, track, road approaches and all other safety aspects.

(4) **Checking of Curves** – The Assistant Engineer shall check at least one curve in each SSE/P.Way's jurisdiction every quarter by verifying its versine and super elevation. Priority shall be given for curves having persistent bad riding.

(5) **Checking of Points and Crossings** – he shall inspect once in a year all points and crossings on passenger lines and 10 percent of the points and crossing on other lines.

(6) **Monsoon Patrolling**- When Monsoon patrolling is introduced he should check the work of patrolmen at night once in a month, either by Train or by Push Trolley or Motor Trolley.

(7) **Track on Bridges** – The track on Girder Bridges should be inspected as a part of the Annual Bridge Inspection besides normal track inspection.

(8) **Review of inspections by sub-ordinates** – He should scrutinize to the records maintained by SSE/P.Way, such as records for Creep Measurement, Inspection of Curve, Points and Crossings, SEJ and Buffer Rail, gap Survey and Section register during his regular trolley inspection to see whether the selected schedules of inspection are being adhered to by the JE/SSE's and whether the necessary follow up action has been taken.

He should also test check the work of SSE/P.Way/USFD at least once in each round of testing in his jurisdiction.

(9) **Inspection LWR/CWR Track** – The Assistant Engineer Shall inspect the SEJs/Buffer Rails provided in the LWR/CWR track once in every six months. He shall check the creep records of LWR/CWR regularly. The duties of the Assistant Engineer with reference to the maintenance of LWR/CWR are detailed in **Manual of instructions on long /welded Rails.**

(10) Night Foot Plate Inspection – He should carryout night foot plate inspections once in a month to check alertness of Gangmen/station staff, patrolmen, Stationary watchmen observance of speed limits by drivers, visibility of signals/engineering fixed signals/hectometer posts, riding quality etc., Inspection should preferably be done between 0000hrs to 0400hrs.

(11) Inspection of AT welding site – The assistant Engineer shall inspect At welding site as much as possible but at least once in a month.

3.0 Existing Para 108(2)(b) of IRPWM to be replaced by the following:

Para 108(2)(b)- Every sanctioned renewal work should be programmed in detail and labor organized in an efficient manner. Level and centre line pegs given by the JE/SSE should be test-checked

by the Assistant engineer. He should also inspect Track Renewal/Deep screening site in his section as much as possible but minimum once in a month.

4.0 New Para 108(2)(c) shall be added as following:

Para 108(2)(c) – Inspection of ongoing works of construction and other organization e.g. RVNL ,etc., - He should inspect the works going on in his section as possible as during Foot plate/Trolley inspection to check quality and safety of the running trains.

5.0 Existing Para-123 shall be replaced by the following:

Para123. Testing of Running qualities of Track- (1) The SSE/P.Way shall devote sustained attention to permanent was as regards safety, smooth running, economy and neatness.

(2) He should travel on foot plate of engine/Rear brake van /last vehicle of the fast trains at least once in a month and take down notes of bad running kilometrages and get them rectified.

(3) he should accompany each Track Recording/Ocsillograph car runs over his section, take down kilometerages which are not running well and take action to rectify the defects.

(4) He should observe the behavior of track under passing trains to detect inadequate packing during routine inspections.

6.0 Existing Para -124 shall be replaced by the following-

Para 124 Routine Inspection of Track-

(1) Inspection of Gangs/trolley Inspection: (a) The SSE/P.Way should inspect the entire section by Push Trolley/Motor trolley at least once in a month or more often as necessary in a systematic manner in which all gangs shall be inspected.

(b) In sections where no separate inspection is being carried out by sectional JE/P.Way, the inspection should be carried out by the SSE/P.Way in-charge every fortnight.

(c) During such inspections SSE/P.Way should-

(i) Check the quality of work done by gang earlier and ensure prompt action on items requiring attention;

(ii) Arrange to give the programme of work to the gang;

(iii) Record details of track maintenance work in gang charts and dairies;

(iv) Check the attendance of the gang;

(v) Instruct men in methods of maintenance

(d) He should examine all the gang tools as least once in two months and arrange for repair and replacement as necessary.

(e) He should ensure that every man in the gang is aware of safety rules by examining them periodically at least once in two months.

(f) During his trolley inspection, he should also carry out the routine check and review of inspection done by his subordinates.

(2) **Level Crossing Inspection**-

(a) He should ensure that all the level crossings are opened out as per schedule to examine the condition of rails, sleepers and fastenings and defects are rectified (Refer Para 9.14).

(b) He shall ensure that all level crossings are inspected once in a month during push trolley inspection in systematic manner by rotation with JE/P.Way. He shall see that necessary stop boards, whistle boards and other equipments are provided as laid down.

(c) He shall check the equipment with gangman during inspection.

(d) He shall examine their knowledge of safety rules during inspection.

(e) He shall arrange to take the census of all level crossings as per the schedules laid down.

(3) **Points and Crossings Inspection** – The SSE/P.Way in overall charge and his assistant should carry out the inspection of Points and crossings in passenger and other running lines once in three months by rotation and on other lines and yard lines once in six months by rotation. For Points and Crossings laid on PSC sleepers the detailed inspection as per Para 237/5(Annexure2/6) should be done once in a year and all other in between inspections should be carried out as pro-forma given in Annexure26 (A).

(4) **Curve Inspection** - The SSE/P.Way in overall charge and his assistant should carry out checks if versine and super-elevation of each curve once in six months in a systematic manner by rotation.

(5) **Foot Plate Inspection** – SSE/P.Way shall carry out night inspection as much as possible on pro-forma basis so as to cover entire section at least once a year.

(6) **Night foot plate inspection** - He should carry out night foot plate inspection once in a month to check the alertness of Gatemen/station staff, patrolmen, stationary watchman observance of speed limits by drivers, visibility of signals/engineering fixed signals/hectometer posts. riding quality etc., Inspection should preferably be done between 0000hrs to 0400hrs.

(7) Inspection of Records – The SSE/P.Way will maintain proper record of all the inspections carried out during the month as per the schedules on the pro-forma laid down and submit the same to the DEN through Assistant Engineer every month bringing out the reasons for shortfall in adhering to schedules of inspection, if any.

7.0 Existing Para 124(A) shall be deleted.

8.0 Existing Para-126 shall be replaced by the following:

Para 126, Check on Patrolling – He should arrange for patrolling of track as laid down by deputing suitably selected men from gangs and arrange to supply them with Patrol Books and equipments needed. The SSE/P.Way in overall charge will check the night patrolman one a fortnight by train and by trolley during the monsoon as per the schedules laid down by the administration.

9.0 Existing Para -127 shall be replaced by the following-

(1) Before commencing any work the SSE/P.Way in overall incharge or his Assistant shall ensure that he is in possession of all necessary materials and tools. He shall ensure that engineering signals are exhibited at the specified distances according to rules and flagmen are posted with necessary equipment.

(2) He should programme the works by the organizing the labor in an efficient manner. He should maintain detailed accounts of materials received and issued to the work. He should exercise s much as possible checks but minimum once in a month on quantity and quantum of work and submit progress reports on works periodically as may be prescribed.

(3) Quality of welding and avoidable fractures- The direct responsibility of quality of AT welding being done in the section shall rest on the SSE/P.Way in-charge of the section. He should carry out inspection of AT welding site as much as possible but at least once in a month. Responsibility for avoidable fractures taking place in the section shall also rest with the SSE/P.Way in-charge of the section, except in cases where the USFD testing was done and found good up tp three months before the fractures.

(4) Inspection of ongoing work of construction and other organizations e.g. RVNL etc – He should inspect the works going on his section as much as possible during Footplate / Trolley inspection to check the quality and safety of the running trains.

10.0 The existing Para 129 shall be replaced by the following:

Para129. Inspection and maintenance of LWR/CWR Track: The duties and responsibilities of the SSE/P.Way in overall in-charge is clearly lid down in Manual of instructions on Long Welded Rails. All LWRs should be inspected once in fortnight during two coldest and two hottest months, otherwise once in two months by rotation with JE/P.Way.

11.0 The word "Permanent Way Inspector" in Para No.118, 128,130,131,132, 133 and 135 shall be replaced by "SSE/P.Way".

12.0 Existing Para -136 shall be replaced by the following:
Duties of JE/P.Way (not in overall charge)

Para 136 General Responsibilities:-The Junior Engineer (P.Way) is generally responsible for:

(a) Inspection and maintenance of track in his jurisdiction (sub-section) in a safe and satisfactory condition for traffic including execution of all works incidental to track maintenance.
(b) Efficient execution of Special Works such as Renewals, Directed Track Maintenance, Curve realignment and deep Screening as per approved plans and specifications.
(c) He should work in the SSE/P.Way office and assist the SSE/P.Way in overall charge as required.

13.0 Existing Para -139 shall be replaced by the following-

Para 139, Routine Inspection of Track-

(1) The Junior Engineer (P.Way) should inspect the entire section in his charge by push trolley at least once in a fortnight systematically.

During Push Trolley inspection all gangs/MMUs, their work, equipments and knowledge about safety rules and other working instructions shall be checked. He shall spend as much as possible with MMUs. Track Patrolling by the key man shall be checked. He should carry out the inspection of gangs as detailed on para 124(1)(b)&(c). He will spend as many days in the week as possible with the gangs. He should cover all the gangs within a fortnight. He should train the Permanent Way Supervisors, Mates, Keymen, Gangmen in their duties. He should teach them the maintenance practices.

(2) He will carry out inspection of Points and crossings on passenger and running lines once in three months by rotation and other lines and yard line once in six months by rotation and other lines and yard lines once in six months by rotation with SSE/P.Way. For points and crossings laid on PSC sleepers, the detailed inspection as per Para 237/5(Annexure2/6) should be done once in a year and all other in between inspections should be carried out as per pro-forma given in Annexure-2/6(A)

He will arrange for the rectification of defects noticed during the inspection.

(3) He, along with the SSE/P.Way in overall in-charge, will arrange to check the versine and super-elevation of all the curves in six months by rotation. He should take action to correct the curves based on the readings.

(4) He will arrange to inspect all the level crossings in his jurisdiction once in a month, during Push Trolley Inspection, in systematic manner, by rotation with SSE/P.Way. All level crossings will continue to be inspected once in a month alternatively between SSE (P.Way) and JE (P.Way) and

equipment checked. He will examine the Gatemen in rules periodically.

(5) JE/P.Way should inspect his entire section by loco/brake van/rear window once in a month and take down notes of bad running kilometerages and get them rectified.

(6) JE (P.Way) should inspect entire section on foot at least once in six months in a systematic manner (every month on prorata basis so as to cover entire length of running track).

(7) JE (P.Way) should accompany alternate run of TRC/OMS in his section.

(8) He should carry out night inspection once in a month to check alertness of Gatemen/station staff, Patrolmen, stationary watchmen, observance of speed limits by drivers, visibility of signals/engineering fixed signals/hectometer posts, riding quality etc.,. inspection should preferably be done between 0000hrs to 0400hrs.

(9) He should carry out at least two inspections of AT welding site in a month.

(10) He should inspect the ongoing work of construction and other organizations e.g. RVNL etc going on in his section as much as possible during Foot Plate/trolley inspection to check quality and safety of the running.

14.0 Existing Para -139(A) shall be deleted.

15.0 Existing Para-144 shall be replaced by the following:-

Para 144: Maintenance of LWR/CWR Track:- Duties and the responsibilities of Junior Engineer (P.Way) in-charge of sub section with reference to maintenance of LWR are laid down in **Manual of Instructions on long welded Rails.** All the LWRs

should be inspected once in fortnight during two coldest and two hottest months, otherwise once in two months by rotation with SSE/P.Way.

16.0 The word “Permanent Way Inspector“ shall be replaced by “JE/P.Way” in Para 145.

17.0 Existing Para -223 shall be replaced by the following: (a) The permanent way staff shall keep all side drains and catch water drain clear. They should ensure that the outfall of these drains and the water-ways of all Bridges and Culverts are kept free from obstruction. The spoils from clearing drains or cuttings should not be deposited at a place from where it is likely to be washed back into the drains.

(b) The JE(P.Way)shall inspect all side drains, catch water drains, bridge water ways at least once in a year in the month of April prior to monsoon. The SSE/P.Way shall inspect all side drains, catch water drains, bridge waterways at least once in a year prior to monsoon.

(c) The Assistant engineer shall ensure that all side drains, catch water drains, bridge water ways are properly inspected before onset of rains.

18.0 Existing Para-237 (5)(a) shall be replaced by the following:

Para-237 (5)(a) SSE/JE(P.Way)’s Inspection:- The SSE/P.Way in overall in overall charge and his Assistant should carry out the inspection of points and crossings in passenger and running lines once in three months by rotation and on other lines and yard lines once in six months by rotation.for points and crossings on PSC sleepers, the detailed inspection as per

Annexure 2/6 of IRPWM should be done once in a year and all other in between inspections should be carried out as per proforma given as Annexure-2/6(A)

19.0 New annexure -2/6(A) shall be added after annexure2/6 of para 237/5(copy enclosed).

For immediate inspections of points and crossings on PSC sleepers:

Station: _____

Point No: _____

Location: _____

Type of Rail: _____

Date of laying: _____

Date of laying reconditioned crossing: _____

1st 2nd 3rd 4th

Date of laying reconditioned switch:

LH 1st 2nd 3rd 4th

RH 1st 2nd 3rd 4th

Type of Sleeper/Assembly: _____

Angle of crossing: _____

Normal Gauge of turnout: _____

Laid on straight or on curve of radius: _____

Similar/Contrary flexure: _____

Particulars	Details of Inspection	Action with date and sig,	Details of Inspection	Action taken With date and Signature.
I.General **i). Condition of Ballast and drainage.** **ii). Switch assembly and lead portion.**				
2. Condition of Tongue Rail: a. whether chipped or over 200mm length within 1000 mm from ATS LH RH				
b. Vertical wear Right Hand: At Point with 13mm head width(as per annexure2/6/1)				
Left Hand 1) At Point with 13mm head width(as per annexure2/6/1)				
Lateral wear: At Point with 13mm				

head width(as per annexure2/6/1) LH RH				
3.Conditon of Stock Rail- a) Right hand i) Vertical wear ii) Lateral Wear (To be measured at 13 mm to 15mm below of stock rail(As per Annex.2/6/1)				
b) left Hand: i) Vertical wear ii) Lateral Wear (To be measured at 13 mm to 15mm below of stock rail(As per Annex.2/6/1)				
4. Gauge and Cross level in Switch portion: a) at ATS between the two stock rails b) at 150mm behind toe of switch(only guage):				

i) for straight road ii) for turn out iii) crossing Assembly				
5. Condition of Crossing: a) sign of propagation of crack(if any) in crossing assembly.				
6. Wear of CMS Crossing: (wear to be measured with straight edge) i. On left wing rail(opp.ANC) ii. On nose actual wear for 52 kg section: Measured Wear 2.0 mm				
Actual Wear per 60kg section measured wear: On right wing rail (opp. ANC)				
7. Condition of check rail fitting bearing plate, blocks, bolts and elastic fastenings.				

8. Condition of welding of slide chairs and lugs.				
9. Condition gapless joint in CMS Xing.				
10. Any other special features/defects				
11. Signature of inspecting official with date.				

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Section "D"

Checklist - Mechanical

ASPECTS TO BE CHECKED DURING ROH OF WAGON

1. Infrastructure availability and adequacies of ROH/Sick line-covered shed.
2. Line capacity for ROH/sick attention.
3. Availability of proper path way.
4. Availability of proper lighting.
5. Availability of safety materials list and adequacy of stock on hand.
6. Check for availability of required tools & plants (EOT crane, Wheel lathe, Welding Machines)
7. During ROH, the following bogie components to be stripped 'off', examined and if required to be replaced/repaired.
   a) Brake beam and brake-gear pins.
   b) Brake-gear levers and rods.
   c) Brake-gear pin bushes.
   d) Brake shoe and hanger.
   e) Brake beam safety straps.
   f) Springs and spring suspension arrangement.
8. Check whether the centre-pivot was checked with gauge for worn out.
9. Check whether springs free height measured and grouping made before replacement.
10. Check whether the AR is drained out.
11. Check whether the hand brake screw cleaned, oiled and made free for proper functioning.
12. Check the correct fitment and availability of the hand brakes
13. Check the correct fitment and availability of Load/Empty lever.

14. Check whether the bogie frame alignment was checked with trammeling gauge.
15. Check whether the CBC components dismantled and examined.
16. Check whether all the knuckles were subjected for DPT (dye - penatrant test).
17. Check whether the side frame jaw corners and bolster liner pocket corners were subjected for DPT (dye - penatrent test).
18. Check whether all the wheel & axles are subjected for UST
19. Check axle box cap bolts are tightened with torque wrench with proper torque and in no case old locking plates are to be reused.
20. Whether the brake power of wagon was tested by connecting single car test rig with air compressor.

ASPECTS TO BE CHECKED ON AIR-BRAKE RAKE (BOX'N' & BCN) CC - RAKES

1. Check the infrastructure facility availability.
   a) Concrete pathway on both side of checking line.
   b) Welding tapping points.
   c) Adequate lighting for under gear examination during night.
2. Whether sufficient time taken for complete rake examination.
3. Whether the air brake test rig is being used for testing of brake power and brake system by using the air compressor?
4. Whether the brake power maintained 100% in case of CC rakes,
5. Whether the quick coupler for fitment of air pressure gauge is available in BV?
6. Whether the condition of DV Isolating cock & COACs were checked and ensured for proper functioning?
7. Whether the condition of load/empty device was checked and ensured for proper functioning?

8. Whether the condition of hand brake wheel were checked and ensured for proper functioning?
9. Whether the condition of CBC components was checked and ensured for proper fitment and functioning?
10. Whether the condition of brake gear components, such as brake beam, brake block, hangers, brake pins and split pins were checked and ensured for proper fitment and functioning?
11. Whether the condition of wheel profile was checked .
12. Whether the condition of springs, elastomeric pads, was checked and ensured for proper fitment and functioning?
13. Whether all the brake cylinders are released manually and ensured the brakes released completely before handing over the rake for traffic use?
14. Any wagon is due for ROH/POH and allowed in the formation without detachment.
15. Whether the train was tested for brake continuity before signing the BPC by the Guard?
16. Whether the BPC issued is in proper format (CC rakes) and necessary log sheets enclosed?
17. Whether the doors of empty wagons are in closed and secured condition?

ASPECTS TO BE CHECKED ON AIR-BRAKE RAKE (BOX'N' & BCN) - PREMIUM - RAKES

1. Check the infrastructure facility availability.
   a. Concrete pathway on both side of checking line.
   b. Welding tapping points.
   c. Adequate lighting for under gear examination during night.
2. Whether sufficient time taken for complete rake examination.
3. Whether the air brake test rig is being used for testing of brake power and brake system by using the air compressor?

4. Whether the brake power maintained 95% on the formation.
5. Check whether the quick coupler for fitment of air pressure gauge is available in BV?
6. Whether the condition of DV Isolating cock & COACs were checked and ensured for proper functioning?
7. Whether the condition of load/empty device was checked and ensured for proper functioning?
8. Whether the condition of hand brake wheel were checked and ensured for proper functioning?
9. Whether the condition of CBC components was checked and ensured for proper fitment and functioning?
10. Whether the condition of brake gear components, such as brake beam, brake block, hangers, brake pins and split pins were checked and ensured for proper fitment and functioning?
11. Whether the condition of wheel profile was checked.
12. Whether the condition of springs, elastomeric pads, was checked and ensured for proper fitment and functioning?
13. Whether all the brake cylinders are released manually and ensured the brakes released completely before handing over the rake for traffic use?
14. Any wagon is due for ROH/POH and allowed in the formation without detachment.
15. Whether the train was tested for brake continuity before signing the BPC by the Guard?
16. Whether the BPC issued is in proper format and necessary log sheets enclosed?
17. Whether the doors of empty wagons are in closed and secured condition?

Section "E"
Accident Cases

- **Brief of the incident (Derailment at PBN):** On 2nd May 2013 at 2115 hours, while performing shunting of pulling out BCN Empty formation from GL2 of PBN station in Nanded Division, one wagon, 3rd from train engine derailed.

  Cause: One boulder rolled and obstructed the movement of formation resulting in derailment of wagon.

  Staff held responsible: Truck drivers and unloading labour are primarily held responsible. CGSR/PBN was held under 'blameworthy' since he failed to give written memo to SS/PBN who also failed to make inspection of Goods Shed and get it repaired in time make necessary lighting arrangement.

- **Brief of the incident (Derailment at PAU):** On 5th May 2013 at 1900 hours one dead loco which was placed in MRV Siding of PAU was asked to be cranked and brought for fuelling. The LP/Shunter cranked the loco which rolled back and derailed in trap point no.37.

  Cause: The LP/Shunter failed to ensure proper building of air pressure and released hand brakes of the loco without ascertaining the required level of pressure. Due to this, the loco rolled towards PBN end and derailed in trap point.

Staff held responsible: LP/Shunter/PAU is primarily held responsible for violation of SR 5.23 and loco hand brake releasing norms.

- **Brief of the incident (Derailment of loco at VNUP station after SPAD):** On 10th May 2013 at 1225 hours, after placement of formation in the ICL Siding, the LP of Goods train passed Shunt Signal No. 14 at 'on' and derailed.

  Cause: Passing Shunt Signal at 'on' (SPAD).

  Staff held responsible: LP/Goods/GNT is primarily held responsible for passing Shunt Signal at 'on' and derailed in trap point.

- **Brief of the incident (SPAD at VKB):** On 16th May 2013, at 2330 hours, LP of DN BCN Empty Goods passed DN Home Signal of VKB station in SC Division at 'on' and caused SPAD.

  Cause: Momentary lapse on the part of LP & ALP.

  Staff held responsible: LP and ALP of the train are held primarily responsible for the accident.

- **Brief of the incident (Derailment between MAG-KCC DN line):** On 24th May 2013, at 1710hours, when Ballast Train was working between MAG – KCC stations of GNT Division on DN line, one wagon derailed during unloading of ballast.

  Cause: Uneven loading. JE/P.Way unloaded ballast one one side and caused uneven load in the wagon resulting in wheel floating at 4^0 curve.

Staff held responsible: JE/P.Way/GNT.

- **Brief of the incident (Equipment failure leading to detachment of coach):** On 8th June 2013, at about 0800 hours, DN 22693 Rajdhani (YPR-NZM) rolled onto PF 10 of SC station of SC Division. Rolling-in examination was done which has shown **68°** temperature through non-contact thermometer for SLR-cum Power car No. SWR WLRRMDAC 10894. The Mechanical Staff have informed the on-board Mechanical Staff to keep a watch on that particular coach. Further, when the train was held up at IB Signal short of JMKT station for clearance of Goods train, the on-board staff have checked and found temperature of **130°** and after reaching JMKT, it has shown **145°**. The on-board staff has advised for detachment of the coach and as a result of this, the train suffered a detention of 230 minutes.

  Cause: Enquiry report awaited.

- **Brief of the incident (Equipment failure leading to detachment of coach):** On 16th June 2013, Train No. 12085 VSKP – SC Janmabhumi Express arrived BZA station at 1225 hours. During the rolling-in examination, the Mechanical Staff has found axle box cover punctured in second coach from train engine ECoR GS 12433 and sent one TXR to accompany the train due to paucity of time at BZA. On reaching TEL station at 1305 hours, the axle box cover was opened and noticed that 'axle box stud' given up resulting in detachment of the coach. The train suffered a detention of 75 minutes.

  Staff held responsible: SSE/C&W/BZA is primarily held responsible for the failure to take cognisance of the hole in

the cover and conduct further investigations but rather solely depended on other tell tale signs of temperature, grease oozing, axle box discolouration and failure to replenish the axle box cover immediately which was consumed for similar incident on previous day.

SE/C&W/BZA, Tech.III/BZA are secondarily held responsible for failure to follow the instructions given by in-charge.

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Section "F"
Test Your Knowledge

1. To take 'off' Calling-on Signal, the train must be in the ----------and it takes ---------- seconds to clear the signal. On arrival of the train, it takes ---------- to cancel the Calling-on signal.
2. ---------- no. of LR trips will be given to the LP if he has not operated on a section for 3 to 6 months, 6 months to 2 years, above 2 years.
3. Maximum ------- no. of men that can be carried on a motor trolley of BG.
4. Operating Ratio of SCR for the year 2012-13 ---------
5. International Level Crossing Awareness Day (**ILCAD**) was celebrated on ---------- in 2013.
6. ------ % of accidents at LCs is at UMLCs.
7. Errant Road Users at UMLCs are pulled up as per section ------ of MV Act.
8. -------- is the ex-gratia paid in case of Death / Serious injury/ Simple injury in train accidents
9. When S&T disconnection notice (T.351) is presented by the S&T Official for the schedule maintenance of Block instrument, SM of the station shall ----------
10. When major work such as relaying or re-girdering is in progress, an SR of ------ KMPH shall be observed on the adjoining lines in the zone of obstruction, if necessary.

KEY

1. **Calling-on zone, 60seconds, 240 seconds.**
2. **One, Two & Three respectively**
3. **10**
4. **79%**
5. **7th May**
6. **94%**
7. **Section 131 of MV Act**
8. **Rs50,000, Rs.25000, Rs.5000**
9. **Accept it duly passing a remark that there is a 'no train in the block section'.**
10. **50 KMPH.**

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Section "G"
Safety drives launched

❖ No.Safety.387/SD/Vol.V Date: 01.04.2013

Sub: Fortnightly safety drive on LC Gate working instructions.

Divisions are advised to launch a **fortnightly** safety drive on "LC gate working instructions (both interlocked and non-interlocked)" involving officers and supervisors of concerned departments from 10th of the month and the feedback to be given at the end of the month. The feedback need to be given bringing out the no.of drives conducted by the officer +supervisor separately, location/station where it was conducted, date when it was conducted. items checked, items found irregular/shortfall, etc., Final reply shall contain the entire details as annexure along with consolidated totals for the division. **Emphasis should be on quality rather than quantity.**

CHIEF SAFETY OFFICER

❖ No.Safety.387/SD/Vol.V Date:15.04.2013

Sub: Safety drive for observing International Level Crossing Awareness Day(ILCAD)on 7th May,2013.

Every year, UIC (International Union of Railways) observes one day as the **International level Crossing Awareness Day**(ILCAD). This year, 7th May, 2013 is being

observed as ILCAD. Indian Railways has decided to participate in this global campaign to sensitize road users to increase safety at un-manned level crossings. The International Level Crossing awareness d focuses on educational measures and the promotion of safe behavior at and around level crossings. It is built on existing National events which will be held jointly at various locations in every participating country on 7th May 2013 and constructed around the common message "**act safely at level crossings!**"

Railway Board desires **Zonal Railways to launch seven days long drive** specially targeting safety at unmanned level crossings **with effect from 7th May 2013**. During the **drive emphasis should be laid on the following**:

i. Organizing public awareness campaign to educate/counsel villagers, educational institutions and road users and make them aware of the provisions of Motor vehicles Act and Railway Act by distributing Posters, Pamphlets, Handbills etc., In gram Panchayats, markets , Petrol Pumps and other public places SMS on mobile Road Users staying near rural areas.
ii. Publicity campaign through various media including Newspapers, Nukkad Nataks, Televisions, Radio and Slides in cinema halls, any local variations like loud speakers mounted on rickshaws with an appeal to road users to observe all precautions embodied on in Motor Vehicles Act and Railway Act.
iii. Organizing safety seminars at various places in the divisions including road Transport offices and Educational institutions.
iv. Checking the whistling habits of the Loco Pilots (as per modifications to the whistle code circulated vide letter no.2010/safety(A&R)/19/8 dated 14.05.2010) while approaching the level crossings by deputing officers and

supervisors in the first coach immediately next to the Loco and DMUs.

v. Joint Ambush checks involving RPF, GRP & Civil Authorities at the level crossings & apprehending errant road users under the sections of MV Act.

vi. Ensuring availability of speed breakers, road signs and stop boards as per provisions laid down in the IRPWM.

The drive should involve Civil, Safety and Security Officers and Inspectorial staff. Daily progress on the drive may be reported before 1100hrs.

CHIEF SAFETY OFFICER

❖ No.Safety.387/SD/Vol. V Date: 02.05.2013

Sub: Prevention of Fire on ART/MRV.

Recently there was an incident of fire in involving a coach of MRV. The fire was so severe that the coach and equipments kept in it were completely damaged, causing heavy loss to railway property. It is imperative, that a review of ART/MRV, 140/T crane etc. is made immediately to ensure:

- That the locations of the ART/MRV,140/T is free from fire combustible items: such as dry grass, oil spillage etc.,
- That no one nearby is permitted to smoke or carry any inflammable articles
- That the track nearby is from oil spillage etc.,
- That a responsible Sr. Supervisor accompanies the staff carrying out routine maintenance work to ensure that no one smokes inside the coach.
- That any inflammable article is kept in the coach is checked for any leakages and proper placement.
- That electrical fittings in the coach is checked for any loose wires to avoid short circuits.

- That the fire extinguishers available in the coach are in working condition.

The above exercise should be completed within one week and a detailed report on the review made and the action taken to correct the irregularities if any may be sent to the undersigned by 13.05.2013.

CHIEF SAFETY OFFICER

❖ Safety.387/SD/Vol.V Date: 06.05.2013

Sub: Fortnightly safety drive on "Fire prevention"

Divisions are advised to launch a **fortnightly** safety drive on **"Fire prevention"** involving Officers and Supervisors of concerned Departments **from 10th of the month** and the feedback to be given at the end of the month. The feedback need to be given bringing out the no. of drives conducted by Officer + Supervisor separately, location/station where it was conducted, date when it was conducted, items checked, items found irregular / shortfall, etc., Final reply shall contain the entire details as annexure along with consolidated totals for the Division. **Emphasis should be on quality rather than quantity.**

CHIEF SAFETY OFFICER

❖ No.Safety.387/SD/Vol.V Date: 10.05.2013.

CRB vide his FAX Message No. 2013/Safety-1/3/4 dated 08.05.2013 had expressed serious concern over the accident at unmanned level crossing that had occurred on East Coast Railway on 08.05.2013 resulting in death of 5 persons. In order to prevent such accidents, he had directed zonal railways to

launch a drive for a fortnight with immediate effect with emphasis on the following:-

1. Launching of frequent publicity campaigns to calculate road users through SMS, advertisements in news papers, distribution of Pamphlets, showing of slides in local cinemas and playing of Nukkad Natak etc,.
2. Ambush checks to be conducted at unmanned level crossings in association with local police and road transport authorities to nab and penalize errant road drivers.
3. Checking the whistling habits of LPs while passing the level crossings by deputing officers and supervisors in the first coach immediately after the loco.
4. Ensuring availability of speed breakers, whistle Boards Road Signs and Stop Boards as per provisions laid down in the IRPWM.
5. E#nsuring adequate visibility for both LPs and road users at the level crossings.

As directed by CRB, a drive for a fortnight may be launched with immediate effect on the above aspects. Daily progress of the drive with details of drive conducted irregularities noticed as action taken to rectify the same may be transmitted through Electronic Mail (csoscr@ymail.com) or sent via FAX (85116) for advising the Railway Board.

CHIEF SAFETY OFFICER

❖ No.Safety.387/SD/Vol.V Date: 27.05.2013.

Sub: Prevention of Fire on Stabled Rolling Stock.

Recently there was one incident of fire reported on N.Rly in which 3 coaches of an Express train rake which were stabled in two different lines caught fire.

Of late a number of incidents of fire on stabled rolling stock are being by different Zones. In view of this, it is imperative to take safety measures to avoid such occurrence on this railway. Hence, it is requested to direct the concerned officials to conduct safety checks of all Pit-lines, yards including way side yards, MRV/ARTs, Parcel Office and Diesel Fueling installations etc,. as a part of safety drive for a fortnight with immediate effect. The emphasis should be on the following aspects:-

Checks to ensure

- That strengthening of security arrangements at stations and trains to ward off danger posed by anti social elements.
- That no trespassers are allowed nearby rolling stock.
- That stabled rolling stock including coaches, MRV/ART etc,. is free from fire combustible items, such as dry grass, oil spilling etc,.
- That no one nearby is permitted to smoke or carry any inflammable articles.
- That the track on which the rolling stock is stabled is free from oil spillage/bushes etc,.
- That a responsible Sr. Supervisor ensures that the staff carrying out routine maintenance work do not smoke.
- That the fire extinguishers available in the stables coach are in working condition.

Officers and Sr. Supervisors from Traffic, Mechanical, Electrical, Safety and Security staff should be involved in the above drive. A detailed report on the results of the drive as per

the format attached may be sent to under signed by 15.06.2013 for apprising GM.

Dy.CSO/Mech
For Chief Safety Officer

❖ No.Safety.387/SD/Vol.V Date: 03.06.2013.

Sub: fortnightly drive on '**Prevention of SPAD**'.

Divisions are advised to launch a fortnightly drive on "Prevention of SPAD" involving Officers and Supervisors of concerned departments from 10th of the month and the feedback to be given at the end of the month. The feedback need to be given bringing out the number of drives conducted by Officer + Supervisor separately, location/station where it was conducted, date and when it was conducted, items checked, items found irregular/shortfall etc,. Final reply shall contain the entire details as annexure along with consolidated totals for the division. Emphasis should be on quality rather than quantity.

CHIEF SAFETY OFFICER

❖ No.Safety.387/SD/Vol.V Date: 18.06.2013.

On 18.06.2013, a lorry while reversing after unloading the Goods at Goods Shed, hit an Express resulting in injuries to passengers on foot board. In view of the above the divisions are directed to conduct a safety drive for a fortnight with immediate effect, involving officers and Supervisors of Engineering, Electrical, Commercial and Safety departments to check contractors road vehicles working on sites near railway track in unsafe circumstances and take stringent action against the contractors who do not follow the safety precautions for working at work

sites, goods sheds etc,. near the track. The name and contact details of such supervisors should be available in control office. It should be ensured that only registered vehicles and drivers with valid license are permitted to work. All Supervisors at the above spots should be counseled and a competency certificate should be issued to this effect.

On completion of the above drive a consolidated reply on the number and locations checked, number of supervisors counseled/competency certificates issued, irregularities noticed and corrective action taken may be advised to this office by 08.07.2013 certain.

CHIEF SAFETY OFFICER

❖ No.Safety.387/SD/Vol.V Date: 21.06.2013.

In one of the train accident involving Head On collision between a goods train and light engine in Eastern Railway, CRS in the preliminary report attributed the cause due to failure of block instruments and Station masters failing to adopt proper procedure for obtaining/granting line clear. In this instant two trains entered the block section from opposite ends on proper signals with proper tokens. Token could be extracted from Neale's token block instrument at both stations, without cooperation of each other.

In this connection CRB directed zonal railways to launch a 15 day drive in regard;

- To correct use of Code of Bell Signals and mode of signaling trains on the single line block instruments where Token Block working is prevalent.

- It should be ensured that Station masters adopt proper procedure as laid down in block working manual while obtaining/granting line clear.
- No short cut methods should be adopted.
- Repeated drives at periodical intervals be launched in this regard.

As directed by CRB, A drive for a fortnight may carried out with immediate effect with emphasis on the above aspects. On completion of the drive a consolidated reply may be furnished with reference to the number and locations checked, irregularities noticed and corrective action taken. Reply should be advised by 11.07.2013 certain.

CHIEF SAFETY OFFICER

Section "H"
Accident Statistics

Last Year LY; Current Year: CY

Train Accidents Cumulative – (01.4.2013 to 30.6.2013)

S.No	Category	SC		BZA		GTL		HYB		GNT		NED		Total	
Consequential		LY	CY	LY	CY	LY	CY	LY	CY	LY	CY	LY	CY	LY	CY
1	Collisions	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Derailments														
	Mid-section	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	At stations	1		3			2							4	2
Sub-total		1		3			2							4	2
3	LC Accidents														
	Manned	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Unmanned	-	1	2	-	-	-	1	-	-	1	-	-	3	2
Sub-total		-	1	2				1			1			3	2
4	Fire	-	-	-	-	-	1	-	-	-	-	-	-	-	1
5	Misc.	-	-	-	-	-	-	-	-	-	-	-	1	-	1
6	Yard accidents	1	2	1	1	-	-	1	-	-	2	2	2	5	7
7	Indicative	-	1	-	-	-	-	-	-	-	-	-	1	-	2
Total		2	4	6	1	-	3	2	-	-	3	2	4	12	15